

8.025 Motorcycles with Unavailable Records

In April 2001, the department, in cooperation with the California Highway Patrol (CHP), implemented a pilot program for used motorcycles with no record on the department's files. The program requires these motorcycles to be referred to the CHP for verification of the identification and engine numbers. (The department did not start referring dealers to the CHP for the verification until June 1, 2001.)

The CHP completes the verification of the motorcycle using the back of the Application for Title or Registration (REG 343).

Applications for registration of a nonresident motorcycle with an out-of-state title or registration card **do not** require a CHP verification and can be verified by a department employee or a licensed vehicle verifier.

8.030 Specially Constructed and Kit Vehicles (VC §§580 and 4153)

A specially constructed vehicle (SPCNS) is a vehicle built for private use, **not** for resale, and **not** constructed by a licensed manufacturer or remanufacturer. Specially constructed vehicles may be built from a kit, new or used parts, a combination of new and used parts, or a vehicle reported for dismantling, as required by VC §§5500 or 11520 which, when reconstructed, **does not** resemble the original make of the vehicle that was dismantled.

A specially constructed vehicle **does not** include a vehicle which has been repaired or restored to its original design by replacing parts **or** modified from its original design, but not completely assembled from parts, which is still recognizable as the original make.

Example #1—A Volkswagen modified with a conversion kit to give the appearance of having the grill of a Rolls Royce is **not** registered as a specially constructed vehicle, because it still resembles and would be recognized as a Volkswagen. This also applies to a Volkswagen modified with a “Baja Kit” in which the fenders, engine compartment lid, and possibly the front end, are modified, but leave the vehicle still recognizable as a Volkswagen.

Example #2—A motorcycle, such as a Harley Davidson, modified only with extended forks but still recognizable as a Harley Davidson.

Example #3—Vehicles that are modified by a body change when the Certificate of Title held by the owner shows the correct vehicle make.

8.030 Specially Constructed and Kit Vehicles, continued

Commercial Vehicles Assembled from Kits (VC §580)—Manufacturers of large commercial vehicles sell commercial vehicle kits, which usually consist of a frame, steering gear, cab, wiring and instruments, radiator, hood, front fenders, and in most cases, the front axle and wheels. The installation of an engine, transmission, rear axles, wheel, and tires purchased separately in new or used condition **or** removed from a vehicle which is no longer serviceable makes the kit a complete vehicle. Installation may have been done at an assembly plant, a truck repair shop, or by an individual.

NOTE: A weight fee credit may be allowed as explained in Section 9.080 if the new vehicle replaces a vehicle removed from service.

Kit commercial vehicles are registered by the kit manufacturer's VIN (kits are exempt from the federal 17-digit VIN requirement), the kit make followed by KT, and the year first sold. Kit vehicles **are not** assigned a year model designation.

Kit Make Abbreviations—The make abbreviations used for kit vehicles are:

<i>Make of Kit</i>	<i>Make Abbreviation</i>
Autocar	AUTKT
Diamond	DMDKT
Internationala	INTKT
Kenworth	KENKT
Mack	MCKKT
Peterbilt	PETKT
White	WHIKT
White Freightliner	WFTKT

The registration requirements for specially constructed and/or kit commercial vehicles are:

- A completed Application for Title or Registration (REG 343). The REG 343 **must include** the labor cost, even if provided or done by the owner.
- A vehicle verification.
 - All specially constructed (**SPCNS**) motor vehicles and SPCNS trailers weighing 6,001 pounds or more unladen, kit **motor** vehicles, **and** vehicles having more than one vehicle identification number (VIN) **must be** referred to the California Highway Patrol (CHP) for inspection.
 - A VIN number is assigned by the department to trailers other than logging dollies, auxiliary dollies, and commercial trailers over 6,000 pounds unladen **unless** the original VIN is on the frame and is unaltered.

8.030 Specially Constructed and Kit Vehicles, continued

- **SPCNS Vehicles**—The following must also be submitted:

- A Statement of Construction (REG 5036) **must** be completed for original registration of a SPCNS vehicle or trailer. The total value on the REG 5036 must agree with the market value shown on the REG 343.

NOTE: A Vehicle Construction Statement (REG 256, Section D) **is not acceptable** for an SPCNS vehicle application started on or after July 10, 2003.

- Copies of the bill(s) of sale, receipts, and invoices for all major component parts (body, frame, transmission, and engine). A Manufacturer's Certificate/Statement of Origin is only acceptable proof of ownership for the part(s) described.

NOTE: Specially Constructed Vehicles (SPCNS)—A bond is required for any SPCNS built from an altered vehicle, or component parts of such a vehicle, registered or formerly registered here or in any state **or** built from materials **not** previously part of another vehicle (wheels and tires excluded) to which an assigned VIN plate is issued.

Satisfactory evidence of ownership for the materials used in constructing the vehicle **must** be submitted as part of the application.

Reference: Section 30.045

- Proof of ownership as follows:

Unassembled Trailer Kits—The Manufacturer's Certificate of Origin, if available, or a receipt or invoice identifying the vehicle. If none of these documents are available, follow the instructions regarding bond requirements in Section 30.045.

NOTE: The invoice or receipt from the seller may be used in lieu of signatures on the Certificate of Origin or bill(s) of sale.

All others—Bill(s) of sale **or** a junk receipt issued by the department is acceptable for major component parts (engine, frame, transmission, and body). A Certificate of Origin is acceptable as a bill of sale **only** for the parts described. A Certificate of Origin may be submitted as evidence of ownership for an unassembled trailer kit.

- Official brake and light adjustment certificates. When an official brake and light station that inspects specific vehicles, such as motorcycles and large commercial vehicles, is not located within a reasonable distance, a Statement of Facts (REG 256) from a repair shop attesting that the brakes and lights are in proper working order is acceptable. Brake and light certificates are **not** required for trailers weighing **under** 3,000 pounds gross vehicle weight.

NOTE: Fleet owners who operate a licensed inspection and maintenance station may submit official brake and light adjustment certificates from that station for a motor truck with three or more axles and an unladen weight of more than 6,000 pounds **or** a truck tractor.

8.030 Specially Constructed and Kit Vehicles, continued

- A weight certificate for a commercial vehicle. Refer to Section 9.025 for **Weight Certificate Exceptions**.
- A smog certification, if appropriate.
- Fees. Refer to *Registration Manual* Appendix 1F for fees.